

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 7028

庚七廿月五年元統宣

WEDNESDAY, JULY 14, 1909.

三拜禮

號四十月七英港香

\$36 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$25,000,000
RESERVE FUNDS \$15,000,000
Sinking Fund \$15,000,000
Silver \$14,500,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. Gresson—Chairman.
H. E. Tomkins, Esq.—Deputy Chairman.
J. W. Bannock, Esq.
G. S. Barrett, Esq.
G. S. Gubbay, Esq.
W. Haines, Esq.
C. R. Leckmann, Esq.
R. Shillim, Esq.
R. Shewan, Esq.
H. A. Siebs, Esq.
H. A. W. Slade, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH

MANAGER:
Shanghai—H. E. R. HUNTER

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 18th May, 1909. [20]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,575,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits for 12 months, 4 per cent.

WM. DICKSON,
Manager.

Hongkong, 5th April, 1909. [28]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADEMERE HOUSE, E.O.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 27 per centum on daily balances and accepts Fixed Deposits at the following rates—

For 12 months 4½ per cent. per annum.
For 6 months 4 per cent. per annum.
For 3 months 3½ per cent. per annum.

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908. [18]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,752,884.64 (about £499,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cherbon, Tegal, Pecalongan, Paseroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kola Radja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, etc.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues Letters of Credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:
On Current Accounts 2½ per centum on daily balance.

Fixed Deposits 12 months 4½ per centum.
6 months 4 per cent.
3 months 3½ per cent.

J. VAN HOUTEN,
Agent.

Hongkong, 14th July 1909. [11]

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 15,500,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO, CHEFOO, TIENSIN, KOBÉ, NAGASAKI, NEWCHWANG, LONDON, DALNY, LYONS, PORT ARTHUR, NEW YORK, ANTONG, SAN FRANCISCO, LUYANG, HONGKONG, MUKDEN, HONOLULU, TIE-LING, SHANGHAI, CHANG-CHUN, HANKOW.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposit:—
For 12 months 4½ per cent. p.a.
6 months 4 per cent. p.a.
3 months 3½ per cent. p.a.

TAKAO TAKAMICHI,
Manager.

Hongkong, 1st July, 1909. [17]

HONGKONG SAVINGS BANK.

Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST ON DEPOSITS is allowed at 2½ PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [21]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Kobe, Peking, Singapore, Tientsin, Tientsin, Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Kottschild & Soehne
Jacob S. H. Stern
Norddeutsche Bank in Hamburg
Sal. Oppenheim jr. & Co., Koeln
Bayrische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOHN,
Manager.

Hongkong, 4th December, 1907. [23]

Intimations.

THE SAVOY.

The SAVOY beg to inform their customers and residents that they are disposing of their stock at cost price, owing to their removal to new premises.

Monarch Shirts and Gentlemen's Underwear a speciality.

THE SAVOY.

Hongkong, 19th June, 1909. [39]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$5.50 per Cask ex Factory.

In Bags of 250 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 17th August, 1909. [31]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS

LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES 15th July } Freight and Passage.

SHANGHAI, MOJI, KOBÉ SYRIA 15th July } Freight and Passage.

SHANGHAI 22nd July } Freight and Passage.

LONDON, &c., via usual Ports 24th July } See Special Advertisement.

For Further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 14th July, 1909. [4]

Intimations.

LANE, CRAWFORD & CO.

TOBACCO & CIGARETTES.

MIXTURES:

Craven. Guards. Garrick.

Ardath. Glasgow. Richmond.

CUT TOBACCO:

Old English Curve Out.

Capstan Navy Cut.

(Medium and Full).

EGYPTIAN CIGARETTES:

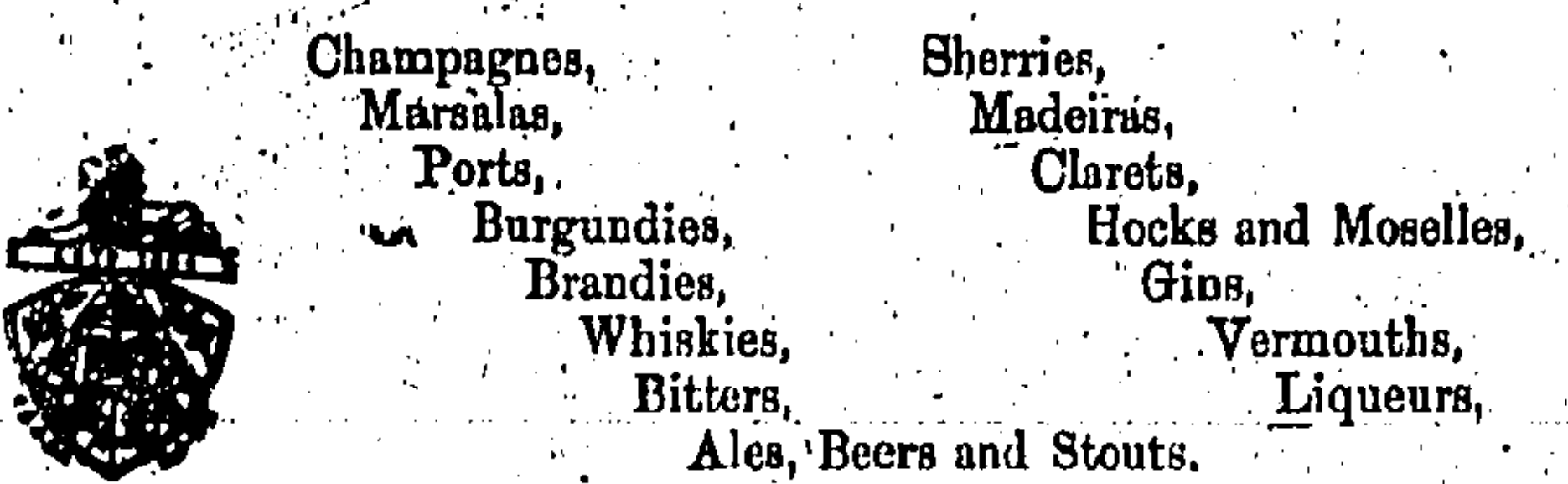
Bouton Rouge. Felucca.

VIRGINIAN CIGARETTES:

Craven. Garrick. Blackcat.

State Express. Three Castle (Magnums).

LANE, CRAWFORD & CO. [80]



Telephone No. 75.

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

15, Queen's Road Central.

Hongkong, 3rd June, 1909. [31]

Hotels.

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
MANAGER.

Hongkong, 15th July, 1909. [16]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1909. [17]

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 3,365 Tons, "FATSHAN" 3,365 Tons, "KINSHAN" 1,995 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5:15 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,365 Tons and "SUI-AN" 1,365 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7:30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M.

Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "Lintan" and "Santai." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 18th JULY.

S.S. "SUI-AN,"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

Departure from Macao 4 P.M.

Fares: Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 2 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier. [1]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE

String Band play during Tiffin and Dinner.

Hongkong, 5th February, 1909. [16]

For

LUXURY, COMFORT, QUIET,
FRESHNESS AND EXCELLENT
CUISINE.

Stay at—

THE GRAND CARLTON HOTEL.

Hongkong, 5th July, 1909. [35]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,
Proprietor.

N. BEUMENTHAL,
Manager.

Telephone, 170. Telegrams "Astos."

Hongkong, 14th July, 1909. [14]

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"VORCK" Capt. Randermaun	THURSDAY, 15th July, 8 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG" Capt. F. von Bizer	About WEDNESDAY, 14th July.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Leut	FRIDAY, 16th July, 10 A.M.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	TUESDAY, 13th July, 10 A.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 13th July, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI

FOR	STEAMERS	CAPTAINS	TO SAIL ON
HANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	19th July, P.M.
MARSKILLES, VIA PORTS	ARMAND BEHIC	Lafont	20th July, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	TOKIN	Charbonnel	2nd Aug., P.M.
MARSKILLES, VIA PORTS	CALEDONNIEN	Cavanova	3rd Aug., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £25.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 13th July, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

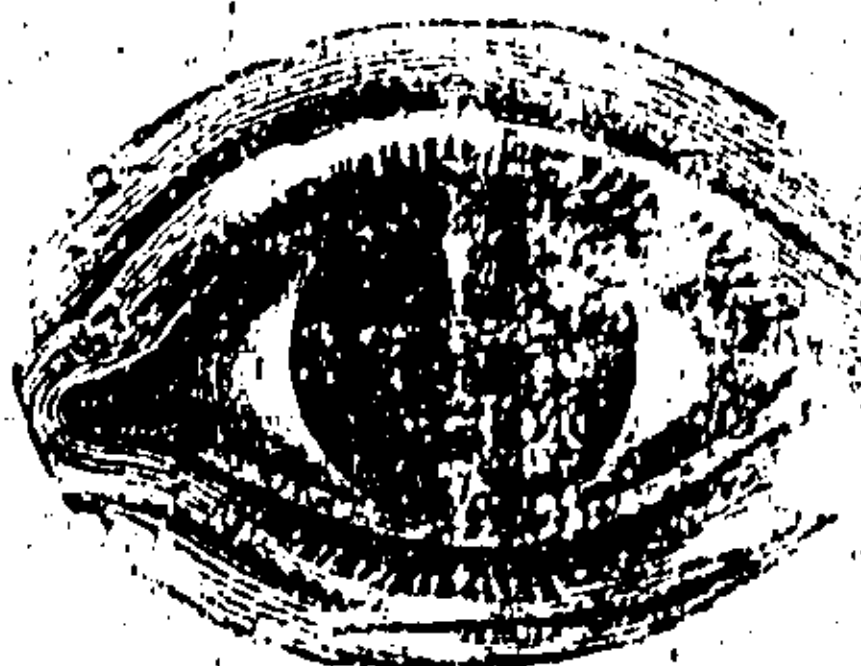
These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshien.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshien, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask or write for Illustrated Booklet on "Defective Sight," free.

LONDON.

CALCUTTA.

SHANGHAI.

1, John Street, Bedford Row, W.C.

4, Beutick Street

100, Nanjing Road

Singapore, 24th March 1909

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance 80 "	Width of Entrance 50 "	Width of Entrance 63 "
Water on Blocks 28 "	Water on Blocks 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge, Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos 876, 508, or 681.

Telegrams, "Dock, Yokohama," Code A. B. C. 4th and 5th Edt.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, April 28th, 1903

For Sale.

FOR SALE.

A RICKSHAW with BICYCLE RUBBER TYRED WHEELS in Good Condition. Apply to— S. D. SETNA, No. 6, Des Vaux Road. Hongkong, 21st June, 1909. [497]

To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 3rd June, 1909. [463]

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to— HONGKONG & KOWLOON LAND & LOAN CO., LTD., No. 8, Queen's Road West.

Hongkong, 9th March, 1909. [248]

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to— Messrs. JARDINE, MATHESON & CO., LTD.

Hongkong, 29th May, 1909. [408]

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLOW BUILDINGS, and No. 108, DES VAUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VAUX ROAD CENTRAL 1st Floor.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st June, 1909

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shaw, Tomes & Co.). Rents low.

Apply to— THE COMPADORE DEPARTMENT, E. D. Sassoon & Co., Queen's Road Central.

Hongkong, 24th February, 1909. [187]

TO LET.

GODOWN No. 54, DUNDRELL STREET.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st June, 1909

COLONIAL VISITORS.

ARRIVAL OF EMPIRE EDITORS IN ENGLAND

Up to last night about 40 of the 54 "Empire editors" due in England for the great Imperial Press Conference had arrived in London, reports the *Morning Leader* of 7th ult. A few are due this morning, and one or two will not be here until noon on Saturday; but all will be in time for the imposing banquet which will be held at the White City on Saturday night.

Demands for seats—at 25s. per head—for this function have been phenomenal, a *Morning Leader* representative was informed at the conference offices at the Savoy Hotel last evening; and for some days past every seat has been taken. There will be a good deal of fraternal speechmaking at the dinner. Lord Burnham, the popular and genial proprietor of the *Daily Telegraph*, will preside and will give the loyal toast; and following him will come the speech of the evening—"Our Guests," which will be delivered by Lord Rosebery. Three editors will reply, and it is expected that the principal speech will be that by Sir Hugh Graham, of the *Montreal Star*. A very fine entertainment will follow; and as for the dinner itself, we understand that Messrs. Lyons and Co.—under the keen personal superintendence of Mr. Joseph Lyons himself—have excelled themselves in producing a banquet worthy of the occasion.

OFFICE BOY TO KNIGHT.

It is interesting to note that about 20 of our distinguished visitors were born in the mother country. Many of them are now travelling in various parts of England, visiting their birth-places and renewing the acquaintances of their early days. Of these Sir Hugh Graham, the editor and proprietor of the *Montreal Star*, stands out as the second Canadian journalist to be knighted. (Sir George Brown, the proprietor and editor of the *Toronto Globe*, was knighted nearly 40 years ago). He was born in the county town of Huntingdon—the smallest but one in England. He went to Montreal as a country boy with only a common school and academy education, and at 15 became office boy with the *Montreal Evening Telegraph*. A month later he became assistant book-keeper, was soon further promoted, and in a surprising short time became business manager. Joining the *Montreal Gazette* three years later, he allied himself with George T. Langens, a brilliant writer on that paper; and in 1869, they established the *Daily Star*, with a capital of 90 dollars. Mr. Graham's energies were, however, equal to the occasion, and he eventually brought the paper to that high pitch of success and prosperity it has since maintained.

Mr. Cawthra Woodhead, the editor of the *Natal Mercury*, was born at Brighouse and received his journalistic training in the West Riding, Derbyshire, and Lancashire. Mr. George Fenwick, the editor of the *Otago Daily Times* (the oldest daily in New Zealand), was a Sunderland lad. Mr. Everard Digby, the editor of the *Indian Daily News*, was born at Plymouth in 1882. He is a young man to be an editor—even in these days of prodigies—and his paper is the pioneer of cheap journalism among Anglo-Indian newspapers.

OTHERS OF OUR GUESTS.

Major Wm. Graeme St. Clair, the editor of the *Singapore Free Press*, is a Scot, with an Edinburgh University education and a great love for the volunteer movement which in India has much to thank him for. Another Scot—Mr. Norman Clark, managing proprietor of the *Ballarat Courier*—began life as a bank clerk, and drifted into journalism.

Mr. Mark Cohen, of the *Dunedin Evening Star*, is a Londoner who in 1865 followed his parents to Dunedin on the discovery of gold in Utah. Mr. Henry Brett, of the *Auckland Star*, was born in Hastings, and first familiarised himself with printing ink in the business office of his uncle, the proprietor of the *Hastings and St. Leonards Gazette*. In 1862 he accompanied a party of settlers to Auckland, where he found congenial work for his journalistic bent. When he started the *Star* its early success was largely due to the use of carrier pigeons to cope with the then very incomplete telegraphic communication. In 1880 Mr. Brett started the *New Zealand Graphic*, the first illustrated weekly newspaper in Australasia.

ONCE A FREELANCE.

Mr. Frank Blake, editor of the *Bloemfontein Post* since 1906, was born in London in 1876, and was a "freelance" journalist for some years before he went out to South Africa nine years ago.

Mr. Christopher Bennett, managing proprietor of the *Sydney Evening News*, *Town and Country Journal*, and *Woman's Budget*, comes of an old Cornish family. His father founded the *Evening News* as a daily newspaper over half a century ago, as well as the *Town and Country Journal*, one of the great Australian weekly illustrated papers, which circulates all over the Commonwealth.

Consignees.

THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC" FROM TACOMA, VANCOUVER, YOKOHAMA, KOBE, MOJI and MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO. LIMITED, Agents. Hongkong, 13th July, 1909.

Consignees.

S.S. "CALEDONNIEN"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. *Dordogne* and *Madre*, from Havre ex S.S. *Le Roy Lallier*, in connection with above Steamer are hereby informed that their Goods, with the exception of Treasure are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed on THURSDAY, the 15th July, at No. 10, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 15th July, or they will not be recognised.

All damaged packages will be examined on THURSDAY, the 15th July, at 3 P.M.

No Fire Insurance has been effected.

P. de CHAMPMORIN, Agent.

Hongkong, 8th July, 1909

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARIQ"

FROM ANTWERP, MIDDLESBRO'

LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 14th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 9th July, 1909

FROM EUROPE.

THE H. A. L. Steamship

"ANDALUSIA,"

Captain Block, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 12th July, 1909

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE, MOJI AND SHANGHAI.

THE Steamship

"JAPAN,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DAVID SASSOON & Co., Ltd. Agents.

Hongkong, 12th July, 1909

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"CARNARVONSHIRE"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd. Agents.

All damaged packages must be left in the Godowns, where they will be examined at 9.30 A.M. on SATURDAY, the 17th inst.

JARDINE, MATHESON & Co., Ltd. Agents. Hongkong, 12th July, 1909

Hongkong, 12th July, 1909

DRAGON CYCLE DEPOT,

88-85, Des Vaux Road, Central,

Hongkong.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

15, D'AGUIAR STREET,

HONGKONG.

Hongkong, 2nd September, 1907.

Hongkong, 1st June, 1909

Hongkong, 1st June, 1909

Intimation.

Powell's
Furnishing
Department

is now replete with an entirely new collection of

BEDROOM
SUITES

of the well known "POWELL" quality in solid teakwood, embracing a wide range of designs to suit the modest home or the mansion, at prices varying from

\$140 to
\$325.

A visit to our showrooms, will convince intending purchasers, that the solid and durable construction of these suites is attained without detracting from the artistic appearance, which we claim is a special feature of the "POWELL" productions.

We are keeping well up with the times, with regard to the new systems of

MODERN
OFFICE
FITTINGS

and have now in our showrooms, a selection of the newest styles in

SECTIONAL
BOOKCASES

AND

FILING
CABINETS

on the vertical Sectional System, allowing any number of sections to be built upwards or at the side, as further filing space becomes necessary.

QUOTATIONS gladly and promptly given for any description of OFFICE FURNITURE and FITTINGS.

POWELL'S

(FIRST FLOOR)

ALEXANDRA
BUILDINGS.

and

22, Queen's Road.

Intimation.

TENDERS FOR REVENUE
FARMS.

TENDERS are invited for the lease of Revenue Farms in the State of North Borneo from the 1st January, 1910, as set out hereunder.

REVENUE FARMS IN THE STATE
OF NORTH BORNEO.

1. In making arrangements for the leasing of the Farms for the next Farm period of 1910, 1911 and 1912, the Government reserves to itself the right of vesting the Farms (as provided in the Proclamations concerning as named in Schedule A appended) in any person, by public or private sale as may be thought fit.

Subject to the above reservation it is hereby notified that tenders will be received at the Office of the Secretary to the Governor, Sandakan, up to 12 o'clock noon, on the 1st day of October, 1909, for the purchase of the exclusive privileges of the Farms described below for a period of one, two or three years commencing on the 1st January, 1910.

2. Any person either for himself alone or for himself and others, may, either in person or by agent duly accredited in writing, on any date prior to the said noon of the 1st October, next, submit to the said Secretary at Sandakan, any tender he may think fit for all or any of the Farms, provided such tender is in conformity with the terms of tendering hereinafter set out and fulfils all the conditions required of the Farmer.

All tenders so made will (except at the express wish of the tenders to the contrary) be received and treated by the Government as strictly confidential.

On receiving any such tender, Government reserves to itself the right of deciding whether it shall be considered or not.

3. Government decides not to consider the tender, it will be returned to the tenderer under sealed cover.

All tenders accepted for consideration by Government will be, in the first instance, retained by Government for further consideration with the tenders handed in on 1st October, 1909, which will be opened at noon on that date, after which the successful tenderer will be selected.

4. The Farms, above referred to, are:—

(a) BRITISH NORTH BORNEO.—Opium, Spirit, Gambling and Pawn-broking, as follows:—

(i) in one concession for the whole State.
(ii) in one concession for any of the following Districts of the State, the limits named including the interior territory watered by the rivers within the limits, given respectively:—
(a) SANDAKAN DISTRICT.—The Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the true left watershed of the Paitan River.
(b) KUDAT DISTRICT.—The Territory bounded on the one side by the true left watershed of the Paitan River, and on the other by the true right watershed of the Pidinan River.
(c) WEST COAST DISTRICT.—The Territory bounded on the one side by the true right watershed of the Pidinan River and on the other by the northern boundary of Province Clarke.
(d) EAST COAST DISTRICT.—The Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the Dutch Boundary on the South at Brucshock point.
(e) PROVINCE CLARKE.—being the Territory between Batu-Batu and the Lawas northern watershed.

5. The attention of those desirous of tendering is drawn to the following terms:—

(a) The tender must state in his tender the amount sum offered for the Farm rent for the three years 1910, 1911 and 1912: a different sum may be offered for the first, second and third years respectively. The tender must also clearly state the proportion of the amount rent to be allotted to each separate Farm.

(b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms.

(c) Each tenderer should specify in full, in English, and in the vernacular language of the tenders, the names, residences and occupations of the persons tendering, and similar information regarding any security or any partner that the tenderer wishes to propose.

(d) The successful tenderer will be called upon to enter into a contract under the provisions of the Proclamations named in Schedule A appended.

(e) Copies of the Forms of Contracts for the Farms may be seen on application at the Offices of the said Secretary, at Sandakan, or of Messrs. GIBB, LIVINGSTON & CO., at Hongkong, or Messrs. GIBB, LIVINGSTON & CO., at Sandakan.

(f) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, security to the value of three months' Farm rent by means of a deposit of money to the amount of one month's Farm rent, and of title deeds to the amount of two months' Farm rent.

(g) The retail rates for Chandu fixed by Government for the Opium Farm for 1910, 1911 and 1912 are those specified below:—

Per catty \$ 2.40
" 50 lbs packet 0.12
" 5 lbs packet 0.012
" 1 lb 0.002
" 1/2 lb 0.001

(h) The Opium Farmer is responsible for seeing that Chandu is not sold by retail at the Opium Farm or at the Opium Farm shops at prices higher than those fixed by Government and named above (g).

The Opium and Spirit Farmer may fix their own prices for supplying the Opium and Spirit Farm Shops wholesale with Chandu and Spirits.

(i) During the continuance of the Farm period, the Opium and Spirit Farmer will be entitled to the use of a Trade-mark (to be approved by Government) to be affixed to any Opium or Chandu prepared by them, and to any vessel containing Spirits for sale.

(j) As soon as the new Farmers have been appointed by the Governor, they will be required to submit in writing to the Secretary to the Governor at Sandakan a Schedule showing full particulars as to the Title Deeds they propose to deposit with the Government as security for the said two months' Farm rent. If these are considered satisfactory, the new Farmers will be required to execute a mortgage of the property to the Government as provided for by law.

(k) The Farmer for the West Coast may be required to rent certain Farm buildings at Jesselton.

(l) The following Proclamations govern the conduct of the Farms in B. N. Borneo viz:—

SCHEDULE A.

The Opium Proclamation No. 16 of 1901 as amended by No. 7 of 1904.
The Liquors Proclamation No. 17 of 1901.
The Pawnbrokers Proclamation No. 14 of 1902 as amended by No. 1 of 1903, and No. 3 of 1906.
The Gambling Proclamation No. 9 of 1901.

PROGRESSIVE CHINA.

CHINESE CONSUL-GENERAL FOR AUSTRALIA.

When the first Chinese Consul-General for Australia arrived in Sydney yesterday morning, writes the *Daily Telegraph* editorially on 18th ult., he afforded in his own person an ocular proof of the new spirit of reform, which is now animating China. Mr. Lian Lan Hsun may be regarded in fact as a visible embodiment for Australia of the remarkable renaissance which began in China as far back as 1890, when Kang Yu Wei, the great reformer, first organised his party, and which was crushed but not killed by the late Empress Dowager. Kang Yu Wei barely escaped with his life, and then came the Boxer troubles, after which the Reform Party revived but under new leadership. Kang Yu Wei was set aside as too energetic in his methods, and Yuan Shi Kai was acknowledged as his successor. It is only the other day, comparatively speaking, that Yuan Shi Kai, who was suspected of aiming at a dangerous personal predominance was dismissed from office by the Regent Prince Chun, but the Chinese Government has nevertheless openly supported the movement for reform, and has promised that a national Parliament shall be summoned in nine years, by which time it is anticipated that the system of compulsory education which is to be brought into force shortly, and the inauguration of a progressive policy in improving the communications and defences of the country, will have fired the Chinese for political institutions on the parliamentary model. This at any rate is the ideal of the Constitutional Monarchists who dominate the present Chinese Government, and with whom, it is to be assumed, the first Chinese Consul-General in Australia is in full sympathy. But there are two other political parties in China, namely, the revolutionary party, which looks forward to the overthrow of the Manchu dynasty, followed by the establishment of a republic, and the Constitutional Democrats, who believe that a revolution is pre-determined to failure, and that China is not to be transformed by merely changing the form of government, but by altering the condition of the people through economic reforms and the introduction of modern technical science. Though the rival programmes differ substantially in degree, they resemble each other in providing evidence sufficient to convince the rest of the world that China is really moving. None can foretell what the result will be when a nation of 450,000,000 people becomes fully conscious of its power. But it is at least possible that the Chinese renaissance may change the centre of gravity of the political world as it exists to-day.

In the course of his address to his compatriots in Sydney yesterday Mr. Lian Lan Hsun spoke of the internal reforms which have been inaugurated and are being carried out under the new regime presided over by Prince Chun as Regent for the infant Emperor. Those reforms, including the abolition of corruption in the administrative offices, the establishment of new systems of communication throughout the vast Chinese Empire, and the inauguration of a system of compulsory education, must tend to break down many of the barriers that have for so long divided China from the Western nations. The Chinese have been an enlightened nation since before the birth of any other nation now existing in the world. But the enlightenment has been totally different in kind from that of the Western nations. Henceforth this cause of international misunderstanding must tend to disappear. In the quite recent past China has been openly regarded as a magnificent field for exploitation by the foreign Powers but there are many significant indications that the leading European nations have abandoned that view since the determination of the Chinese to retain control of their own territory has been made apparent. A beginning has been made by the organisation of a Chinese army, which is numerically powerful already and which has been equipped with the best modern weapons and drilled on the most efficient military model. An expert who witnessed the manoeuvres of these reorganised Chinese troops not long ago expressed the opinion that the Chinese were "natural artillerymen," while the infantry were said to be not inferior in steadiness or physique to any European soldiers. The scheme under which the Chinese army has been organised provides for the enrolment within ten years of an army of 500,000 men. Moreover, a recent cable message conveyed the information that a Chinese Admiralty official had started on a tour of inspection for the purpose of selecting a suitable naval base, and the construction of a powerful Chinese navy is one of the certainties of the future. *Nobody* can quarrel with China for building a big navy. Her territory has been sliced at so often in the past by other nations that she has every right to provide for the efficient naval defence of her coasts and trade. She has been peaceful and unaggressive for so many centuries, and her people have been for so long accustomed to despise militarism, that she is unlikely to embark upon a policy of adventure and territorial conquest unless she is driven to it. But the possibility will, of course, always be present, and ordinary prudence therefore dictates that the awakening of an armed China should be the signal for Australia to consider earnestly her own defensive resources, and while desiring to stand on the friendliest terms with the Chinese Government, to make provision in ample time for initiating the Chinese example by preparing to defend her own territory from every possible danger of the future.

COLD STORAGE.

THE HONGKONG ICE COMPANY LTD. have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

JAPANESE "DON'TS."

NEW RULES OF CONDUCT FOR THE FAIR
ONKS OF THE FAR EAST.

The young damsels of Japan have been provided with a set of rules governing their relations with what the *Japan Times* calls the "hard sex." These rules have been drawn up by seven prominent female educationists and are as follows:—

- Don't have a talk with young men in a closed room; the presence of a third party is required.
- Don't visit young men.
- Don't see a bachelor at his lodgings except under the guardianship of elder women.
- Don't communicate with young men, when necessary, send letters through proper men.
- Don't open yourselves the letters which you have received from a stranger.
- Don't exchange photos and other articles with young men.
- Don't go out, if possible, after sundown; when necessary, be accompanied by a chaperon.
- Don't travel or put up at an hotel without a chaperon.
- Don't live alone in any house without a chaperon, except relatives or friends.
- Don't behave vulgarly towards men, taking every care in speaking and deporting.
- Don't speak with men and receive favours therefrom without being introduced to them in a proper manner.
- Don't take a walk or play games with young men without a chaperon.
- Don't see young men off or meet them on a trip.

Intimations.

Colonial Secretary's Department.

HONGKONG OPUM FARM.

NOTICE is hereby given that SEALED TENDERS will be received at the Colonial Secretary's Office, Hongkong, till Noon on TUESDAY, the 31st day of August, 1909, for the purchase of the privileges known as the Opium Farm established under "The Prepared Opium Ordinances, 1891-1909," that is to say, the sole privilege of preparing Opium and of selling, within the Colony, (including the New Territories), Opium so prepared, inclusive of the privilege of collecting dross and of preparing and dealing in Dross Opium, for three years from the 1st of March, 1910.

Full information as to conditions of tendering, &c., can be obtained from the Colonial Treasurer, and the conditions of tendering and form of grant have been published in *Government Gazette* as Notification No. 401 of the 2nd July, 1909.

A. M. THOMSON, Colonial Secretary.

and July, 1909.

O. C. MOOSA,

1 & 3, D'AGUIAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS,
FEATHERS, &c., &c.

LACE SCARFS, MOTOR VELS

IN VARIOUS COLORS.

MOUSQUETEIRE GLOVES

IN WHITE, BLACK & COLORS

WOOLEN DELAINES, NUNSVREIL

INGS, VOILES, &c., &c.

LADIES' and CHILDREN'S

UNDERCLOTHINGS.

Samples on application. Coast

Port orders carefully executed.

HONGKONG, 14th September, 1909.

THERAPION MAY NOW ALSO BE OBTAINED

IN DRAGEE (TASTELESS) FORM.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK.

This successful and highly popular remedy, used in the Continental Hospitals for Rheumatism, Gout, Gravel, and other ailments, is the only one to be sought in a medicine of the kind, and surpasses every other remedy in its class.

THERAPION NO. 1

In a very few days, it removes all the morbid elements, and restores the system to its normal state.

THERAPION NO. 2

In a very few days, it removes all the morbid elements, and restores the system to its normal state.

THERAPION NO. 3

In a very few days, it removes all the morbid elements, and restores the system to its normal state.

THERAPION

In a very few days, it removes all the morbid elements, and restores the system to its normal state.

Sold by all Chemists.

Intimations.

THE HONGKONG ELECTRIC CO., LD.

NOTICE.

NOTICE is hereby given that THREE SHARE CERTIFICATES for the following Thirteen Shares Numbered 23504/-, 17296/17299, 17358/359, 17719/17721, 19154/- and 21937/21938 in the above named company standing in the name of JOAO ANTONIO DA LUZ (deceased) have been LOST, and should the same not be produced within a fortnight a new Certificate for the same shares will be issued in favour of the said JOAO ANTONIO DA LUZ (deceased) and the original Certificates will be declared by the Company as null and void.

GIBB, LIVINGSTON & Co., Agents.

HONGKONG ELECTRIC CO., LTD.

Hongkong, 12th July, 1909.

HONGKONG ICE COMPANY, LIMITED.

It is hereby notified that on and after the 10th current, the selling price of ICE will be increased to ONE CENT per pound.

JARDINE, MATHESON & Co., LTD., General Managers.

HONGKONG ICE CO., LTD.

Hongkong, 12th July, 1909.

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche"

& Co."

Per Bot.

XXX Very Old Fine \$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent.

Hongkong, 30th April, 1909.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 39, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.

25th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1909.

PARA VENDA.

GRANDE sortimento de LIVROS

de MISSA em Portuguez, encader-

nados em lindas capas de phantasia

e de diversas cores.

Precos modicos.

Dirija-se a

GRACA & CO.,

27, Des Voux Road.

Hongkong, 8 Junho de 1900.

D. NOMA,

PROFESSIONAL TATTOOER

AND

THE EXPERT REMOVER OF TATTOO

MARKS,

No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED BY Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engravings, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

This copying of Portraits with distinct maintenance a speciality.

Hongkong, 21st September, 1909.

WEATHER-FORCAST AND
STORM-WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist, in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset and, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:—

Gap Rock. Aberdeen.
Waglan. San Ki Wan.
Stanley. Sai Kung.
Cape Collinson. Sha Tin Koh.
Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Light House.

HONGKONG OBSERVATORY.

Intimation.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

Watson's HYGIENOL,

AND

BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by hosing the floors, etc., or sprinkling where fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL DISINFECTANT AND GERMICIDE

Price per Pint 50 cents
" " Gallon 12.00

A. S. WATSON & CO., LIMITED.

HONGKONG DISPENSARY

AND

KOWLOON DISPENSARY.

Hongkong, 17th March, 1909. [28]

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, for House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)
DAILY—\$88 per annum
WEEKLY—\$13 per annum

The rates per quarter and per annum, proportionately reduced for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies: Daily, ten cents. Weekly, twenty-five cents (for cash only).

DEATH.

MITCHELL.—On the 13th inst., at the Victoria Hospital, Hongkong, MARY, the beloved wife of C. Berkeley Mitchell, of Amoy, after long suffering patiently borne, aged 39. 1536

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 14, 1909.

ENGLISH MARRIAGES IN CHINA.

It will scarcely be believed that at this time of day doubt has arisen as to the validity of English marriages in China, but the fact is obvious when a lawyer, Mr. H. S. Oppé, of Shanghai, has deemed it necessary to write an authoritative article on the subject for *The Anglican* and several correspondents have subsequently been found airing their views in the Shanghai papers. In the course of his article Mr. Oppé says: "Some doubt has been expressed on the question of English common law marriages in China on the ground that the provisions of the Foreign Marriage Act out of the prior existing English common law in countries where Englishmen enjoy extraterritorial rights and thatasmuch as English law has laid down one method by which Englishmen can marry, all other methods are barred by implication." He goes on to say that an interpretation of the

law in this sense would place the law of marriage in China more on a line with the law of England and would consequently conduce to logical consistency which every lawyer desires, but it seems this interpretation cannot be supported. Marriages celebrated at the Cathedral in Shanghai, says Mr. Oppé, are not celebrated in accordance with the Act; they are undoubtedly valid apart from the Act and its predecessors, because such marriages have been upheld in the courts at home; and they are by the terms of the clause therefore not affected by the Act. Hence marriages celebrated in China, other than in accordance with the Foreign Marriage Act depend for their validity in no way on the construction of the Act, and are to be judged in the same manner both before and after the Act. Persons who marry in accordance with the Act of Parliament can be certain that they are married; persons who marry in an Anglican Church in China before a priest in Holy Orders have no reason to doubt that they are validly married, and, until Parliament expressly enacts that the old common law form of marriage is no longer legal in China, or the right of extraterritoriality is taken away, it is not to be supposed that the validity of a church marriage will be questioned. There should be little doubt after that expression of legal opinion, but, as everybody knows, once a doubt creeps into such an important question as the legality or validity of marriages there is much difficulty in eradicating it. In confirmation of Mr. Oppé's view, Mr. J. C. E. Douglas, of Shanghai, quotes a decision of Sir Hiram Wilkinson in 1902, when he was Chief Justice in which it was laid down that a marriage solemnised by a priest in holy orders must be deemed valid under the common law. In 1905, Sir Hiram quoted an extract from a despatch received from the Foreign Office in reply to an inquiry from one of His Majesty's consuls concerning certain marriages at Shanghai. The extract in question was as follows:—"The Law Officers of the Crown in giving their opinion as to the validity of a certain marriage which was solemnised in 1880 in the Cathedral of Shanghai by a clergyman of the Church of England reported that a marriage between British subjects in Shanghai celebrated there by a clergyman in Holy Orders is *per se* *presumptio iuris ordinis constitutionis*, whether American or English was a valid marriage. Nevertheless some doubts are entertained as to the unquestionable validity of marriage of British subjects in heathen countries performed by clergymen in Holy Orders under certain conditions, and it may be questioned whether such a marriage between British subjects *per se* of undoubted validity in a case where, as in the present instance, facilities reasonably sufficient now exist for its legal solemnization under the Foreign Marriage Act and Order in Council 1892." So that there was a modicum of reason for the doubt which has arisen from time to time as to the validity of marriages at Shanghai. Indeed, in the case of the marriage in question Lord Lansdowne stated that he did not feel justified in expressing any opinion as to its validity or not. In transmitting this "opinion" to the consul who was in a quandary on the subject Sir Hiram Wilkinson wrote: "If you're applied to for your opinion with regard to such a marriage, you should decline to offer any opinion as to the validity of the marriage and should suggest that the parties should consult their own private legal advisers in the matter. You may, however, point out that in all cases where it can be done, advantage should be taken of the facilities offered for the legal solemnization of marriages under the Foreign Marriage Act and Order in Council 1892." In referring to this question, which certainly seems to be exciting Shanghai, the *Mercury* states that the earliest Hongkong Ordinance on the subject is dated 16th March, 1851. "It opens thus:—Whereas it is deemed expedient to amend the Law of marriages in the said Colony (words sufficient to show that marriage laws were already existent there), and it then proceeds to appoint a Registrar and lay down regulations, and finally to declare that 'Marriages may continue to be solemnized as heretofore,' that is, to say by persons in holy orders. No reference is made to Shanghai, but it will be seen directly that what was good for the Colony was equally good for the Settlement. Indeed it was the very next month, the month of April, 1852, which saw a public notification in the *North China Herald* from the Bishop of Victoria giving authority to the newly appointed Chaplain of Trinity Church to conduct marriages and give certificates. He followed this up in the succeeding year by publishing another Official declaration to the effect that marriages before a consul were 'not compulsory, but permissive.' Marriages between British subjects by any minister of the Church of England in any British Chapel or elsewhere at Shanghai would be good in Common Law." Mr. Oppé, without referring at all to these incidents, has shown that the right reverend gentleman was stating what was plain fact. What authoritative backing the Bishop had for his opinion was not generally known in Shanghai till six years after when doubt had begun once again to resurface itself. Then it was shown that the matter had been referred to the Foreign Office in London,

and that over his own signature Lord Clarendon had used almost the same words as the Bishop, for he wrote, 'Marriages at Shanghai, if performed by any minister of the Church of England in any British chapel or elsewhere, would be good.' From all this it would appear that so long as the marriage is solemnised by an Anglican priest there is no question as to its validity. But what if the parties are Roman Catholics or Nonconformists? Are marriages celebrated by their religious instructors valid? That point is dealt with by Mr. Oppé when he says: "If the marriage is celebrated under the Marriage Registry Acts then the requisite notices must have been given or the marriage will be equally ineffective, and similarly in the case of marriages at Nonconformist places of worship or of marriages celebrated in accordance with certain distinct religious sects, such as the Jews or Quakers. This law, although it may appear to be unnecessarily drastic, has been dictated by policy in order to check abuses once much prevalent." If those who have decided to reject Pynch's advice desire to "make siccus" their best plan would appear to be to tie the double knot before the consul as well as before the priest.

HANOI'S EUROPEAN MAIL SERVICE.

We are so accustomed to the periodical rap that the mails for Shanghai to London via Siberia reached the homeland in sixteen days that nobody gives the matter more than a passing thought. The quick passage was somewhat of a novelty at first, but now the subject is stale and unprofitable. What the pioneer merchants of Hongkong would have thought of it is another question—probably they would have objected to this modern form of hustling and denounced the parties responsible for obliging the public with two or three foreign mails every week. It now appears that the people of Indo-China are desirous of having a special fast postal service of their very own, which will bring Haiphong within twenty days of Paris. The *Avenir du Tonkin* learns that the proposal is that three 16-knot steamers of 1,500 tons shall be placed on the run, the line to receive an annual subvention of about 1,200,000 francs. A steamship service to Shanghai, it is pointed out, would give passengers the option of three routes to Europe:—(1) via Vladivostok in 24 days; (2) via Hankow and Peking, 25 days; via Dalay 23 days. But it is suggested that Dalay and not Shanghai should be the terminus, and that the postal subvention should not be less than 1,500,000 francs. "It is pointed out that the movement of traffic between Hongkong and Shanghai is nil, and speed being the great desideratum it would be inadvisable for the steamers of the line to take in cargo or discharge Shanghai cargo at Hongkong. It would probably mean a loss of two days in the transit of the mails. By a fast service to Dalay the mails could reach Paris in twenty days, from Haiphong to Dalay eight days, from Dalay to Paris twelve days. That statement is somewhat confusing, for if it is inadvisable to take in cargo or discharge Shanghai cargo at Hongkong what necessity would there be for calling at Hongkong at all? No doubt the shipping firms in the Colony would be ready to welcome the new line of French steamers, but they would certainly be inclined to wonder what induced the vessels to visit Hongkong. Apparently the proposed service would be confined to the carriage of mails and passengers pure and simple. For if it was decided that Dalay should be the terminal port in the North what cargo could Haiphong send that would prove remunerative? While with Haiphong as the Southern terminus, it is extremely probable that there would be little or no return freight offering. So that if the vessels were to pay at all it would have to be done on the profits realised from the carriage of mails and the extra fares charged those passengers who might be in a hurry to reach Europe. Of course, there would be the subsidy of 1,200,000 or 1,500,000 francs—cor, roughly, \$600,000 and \$750,000 respectively. The intention evidently is to follow the example of the P. & O. Company on the Brindisi-Port Said route, although the parallel is somewhat difficult to follow. For instance, the P. & O. Company's Brindisi line provides communication at each end for travellers by the Co.'s vessels, and is in reality a tributary to the main stream. In the case of the French vessels, they would be in a sense interlopers, depending for their earnings on what they could get from the occasional traveller who could afford the very expensive trip from Indo-China to Europe by the Siberian railway, and the comparatively few bags of mails that would be placed on board. The idea of a quick mail service is admirable but it cannot be carried into effect unless it is practically self-supporting, and more than able to make both ends meet when the subsidy is included. It does not appear from the bare outline of the scheme mentioned that such a desideratum would be achieved, but if the Chamber of Commerce at Hanoi places faith in the success of the project there must be more in it than meets the eye.

Macao's Delimitation.

COMMENCEMENT OF DELIBERATIONS.

DATE FIXED.

With the return of H.E. Ko Yu Him, the Special Chinese Commissioner, from Canton yesterday, the delegates to the Conference for the delimitation of the boundaries of Macao have fixed the date for the first sitting. We learn authoritatively that the Commissioners will commence their deliberations, which are to be conducted in private, to-morrow afternoon at half-past two o'clock.

The report which we were the first to publish of the meeting place of the Conference is now officially confirmed. The commissioners will hold their sittings in a private apartment, which has been fitted up with all the appointments and conveniences in keeping with the dignity of the Conference and of its distinguished members, at "Quart," Caine Road, the private residence of Senhor J. J. Leiria, Consul for Portugal and Brazil in Hongkong.

CHINA LIGHTS.

COMPLETION OF SALE AND PURCHASE.

[From Our Own Correspondent.]

Canton, 13th July. With reference to the official purchase of the plant and business of the Canton Electric Light Works in Canton from the China Light Company, Limited, for which agreements were signed on the 5th inst. by both parties concerned, and the bargain money of \$100,000 paid by the purchasers on the same day, it is now ascertained that the Chinese officials will pay the balance of the money to the China Light Co., Ltd., on the 2nd day of the 6th moon (18th inst.), when the works and business will be officially turned over to the new purchasers.

EXPLOSION AT THE RAILWAY.

THREE MEN SERIOUSLY INJURED.

A serious explosion took place at the south face tunnel of the Kowloon-Canton Railway yesterday afternoon, as a result of which three men were injured—two seriously.

According to our information the explosion occurred shortly after the fifth hour, the report of which could be heard some distance away. It would appear that about two o'clock a charge of dynamite was inserted into a rock and the fuse ignited. The workmen cleared away to await results, but there was no explosion, the fuse, it would seem, burning its way to the end without results. Then the workmen proceeded to drill the charge out of the rock in order to insert a fresh one, and as they were thus employed the charge exploded.

The "three men" were buried some distance away and, when picked up, one was found to have been seriously injured about the head, while the two others sustained multiple injuries. In a semi-conscious condition they were removed to the Cottage Hospital, where their wounds were dressed by a Chinese doctor. Although their wounds are more or less serious it is not expected that death will ensue.

THE DEEP BAY PIRACY.

DEFENDANTS COMMITTED FOR TRIAL.

The two men, To Yee and Chan Kam Tai, who were arrested recently in connection with a piratical raid which was made upon a junk, in Deep Bay, some time last month, were committed for trial by Mr. J. R. Wood, at the Magistracy, this afternoon. The piracy took place on the 22nd ult., on board of a trading junk. They attacked the crew, bound and gagged them, and then bitened them down in the hold for two days, when they were put ashore on some island, from where they were rescued. The pirates sailed away with the junk and property on board, valued at \$100. The defendants were recognised by witnesses as being present during the attack. A number of witnesses were called by the defence, but one, and all stated that they did not know the defendants—one even going so far as to say that she never saw the defendants in her life. His Worship then sent them for trial.

SUPREME COURT BUSINESS DELAYED.

INDIAN WITNESS OBJECTS TO COURT INTERPRETER.

Some delay was caused during the hearing of an Indian case in the Supreme Court, to-day, and some minutes elapsed before the business was resumed. An Indian witness, who was called to the witness stand to be sworn, objected to the Court's interpreter, Mr. Alim Khab. Mr. Justice Gompertz—Why? The witness—I don't want this interpreter. What is your reason?—The interpreter is a friend of the defendant. He takes his meals in the shop. Mr. Justice Gompertz—If the witness objects to the interpreter we cannot go on. Mr. d'Almada—If my friend knew that his witness would take an objection to the interpreter he should have given notice to that effect or brought his own interpreter. Mr. Harris—I have my own interpreter here—my clerk. Mr. d'Almada objected to this, and asked whether it was not possible for Mr. Baffad, the Chief Justice's clerk, to undertake the duties. Mr. Justice Gompertz—I am afraid Mr. Baffad is busy with the Chief Justice. Mr. Harris—Perhaps Mr. Mirza would oblige. Mr. d'Almada—I have no objection to Mr. Mirza. Mr. Mirza demurred at first but later consented, and the case was at last continued, after a wait of about ten minutes.

EVIDENCE was heard in the Police Court, this afternoon, by Mr. F. A. Hazled, in the trial of the man Lo Shun, who is wanted by the Chinese authorities at Canton for the alleged murder of a "brave" and committing armed robbery in a grocery shop in Chinese territory, quite close to Sancheu, in May last.

Master and Servant.

AN INDIAN DISPUTE.

INTERVIEW IN WHITE WOMAN'S HOUSE.

An interesting action between servant and master came on for hearing in the Summary Jurisdiction Court, this morning, before Mr. Justice Gompertz. Jackaria Alim Ahmed, a salesman, in the employ of Messrs. O. C. Moosa and Company, drapers of D'Aguiar Street, sued his employer, O. C. Moosa, for the recovery of the sum of \$274.18, alleged to be salary and travelling expenses due to him under a three-year agreement, commencing from 17th September, 1906. A counter-claim was entered in which his employer sought for the return of \$61.82 for alleged damages.

Mr. Reader Harris, of Messrs. Wilkinson and Griet, appeared for the plaintiff, while Mr. F. X. d'Almada e Castro, of Messrs. D'Almada and Smith, was retained for the defence. After Mr. Harris had outlined the alleged facts of the case, the plaintiff was called to the stand. He declared that he was in defendant's employment, and worked from seven a.m. until ten p.m. daily. He joined the firm in November, 1906, having signed an agreement in Bombay. He remained in defendant's service until the 5th April, when he was discharged, because he returned to the firm late one night.

Mr. Harris—How late were you?—About an hour late. The shop closed at ten p.m., and I went out and stayed away for an hour.

What did the defendant say to you when you got back?—The defendant's partner asked me to write an apology.

Did you?—I refused.

What happened after that?—His partner said that if I did not make a written apology he would dismiss me.

What did the defendant do?—Defendant asked his partner why I should be dismissed, as I had an agreement for three years. The partner replied that he did not care a rap for the agreement, and told O. C. Moosa, defendant, to deal with the matter himself.

What did defendant do?—The defendant was told by his partner to pay me off.

How many partners are there in the firm?—Three.

Were you paid the five months' salary at that time—from 1st November to 5th April?—Yes.

When you were dismissed what did you say to the defendant?—I asked him for my pay up to the expiration of the agreement.

The Police Judge—Did he really say, "I dismiss you"?—Yes.

Mr. Harris—When he paid you the five months' salary did you take it?—Yes.

Did he promise to pay you the rest under the agreement?—Yes. He said that if I went to No. 4, Old Bailey he would speak to me.

The witness went there on the 6th inst., at ten p.m., and found the defendant there, in company with a white woman named Alice Carolane. Defendant asked witness what he wanted and what he intended to do. Witness replied that he wanted all his money, and if he did not get it he would take legal proceedings.

Did you get any money from him at all?—No.

How long did he want you to wait for it?—He did not say.

What did you do after that?—Before I left the house the American woman asked me why I wanted to summon defendant. She said defendant was "hard up" and said that I had better wait.

Plaintiff then went to Macao and saw defendant's brother, J. C. Moosa, who asked him to enter his employment at a salary of \$20 a month. Plaintiff refused the appointment, saying that it was his intention to return to Bombay.

Mr. d'Almada (cross-examining)—How long have you been serving Allana?—I went there to pass time.

Are you not assisting in the sale of goods at Allana?—I know nothing.

Mr. d'Almada—I'm afraid I will have to go into the box myself to say that I've seen him selling goods there. (To the witness)—Are you not living with Allana?—I live with Ebrahim.

Doesn't Ebrahim live with Allana?—Yes.

Who feeds you?—I pay \$20 a month for board and lodging.

Do you remember the night you went out? You did not return until next morning?—I returned the same night.

Next morning you came to the shop at eight o'clock instead of seven?—No.

The attention of the plaintiff was never called to certain misbehaviour committed by him. He did not get insolent. The reason an apology was demanded from him was because he answered a partner rudely. Then he was discharged. After his dismissal he was not transferred to the Macao branch. He did not tell defendant that if he went to Macao his (defendant's) brother would put him in gaol.

Mr. Justice Gompertz said that he did not quite understand the position. The plaintiff had signed the agreement, but he did not agree to serve three partners.

Mr. d'Almada—Quite so.

Mr. Harris observed that if a firm had dormant partners that did not terminate the agreement.

The defendant stated that he engaged the defendant in Bombay under an agreement. In the month of April last defendant's partner, Alarika, complained of plaintiff's behaviour. The plaintiff was asked by Alarika for an explanation for his absence from the shop that night, whereupon plaintiff answered: "I have one master and I will not take orders from others." Plaintiff continued to keep away from the shop, with the result that he was told that his services were not required, and he was paid what was due and owing to him. The plaintiff was then told, by defendant, in a friendly way, to go to the Macao branch, and finish his agreement. He refused, saying he was afraid of being imprisoned by defendant's brother. The yearly profit of the Macao business was between \$7,000 and \$8,000. Did you ever at any time ask the plaintiff to meet you at No. 4, Old Bailey?—No.

The Police Judge—Is that where you live?

—No. I live above the shop. Under cross-examination, the defendant said that it was understood that all the assistants were to serve the firm. All the service agreements were taken over by the firm. When defendant told plaintiff to go to Macao he did not volunteer to pay the fare. Before plaintiff left his employment defendant said he would enforce the agreement. The reason why he did not do this was because defendant wanted to know what plaintiff and his instigator were going to do in the matter. Defendant admitted going out at night-time, and when returned home was admitted by "private" entrance. Do you know Miss Alice Carolane?—No. Never heard of her, I suppose?—Never.

You have never been to No. 4, Old Bailey, I suppose?—Not to my knowledge. I have no reason to go there. If I have any goods to send there I order an assistant to go there.

You haven't been there without sending any goods?—No.

Not in the evenings?—No. After hearing further evidence his Honour reserved judgment.

STOWAWAYS FOR SEATTLE.

FOUND ON BOARD S.S. "GYMERIE."

This morning, in the Police Court, three farmers, aged 42, 50 and 56 years old, respectively, were brought before Mr. F. A. Hazled charged with stowing away on board the steamer *Gymerie* about two months ago with the intention of landing at Seattle.

The *Gymerie* (Messrs. Dodwell and Co., agents) left this port some time ago bound for American ports. After leaving the Japan ports the officers of the vessel discovered the three men secreted in various parts of the vessel. They were locked up and handed over to the captain of the steamer *Xumier* (a sister ship) which brought the stowaways back to Hongkong yesterday.

The defendants explained that they had arranged with one of the firemen of the *Gymerie* to take them to America. They paid him \$100 each for his trouble. When they were discovered on board the fireman deserted the vessel at Moji and has not since been seen.

The farmers were, on arrival of the vessel, taken to the Water Police Station, and searched. One of them had only forty-five cents in his possession, another \$15 in Hongkong notes and a gold dollar note, while the third had little or nothing in his possession.

The defendants were found guilty and each man was ordered to pay a fine of \$100, or to suffer a month's hard labour.

AN IMPORTANT CAPTURE.

Ten Chinese stowaways and two Chinese members of the steamer *Minamoto* crew are in the detention house at Smith Cove as the result of a search of the Great Northern liner by immigration men yesterday afternoon, reports a Seattle paper of 13th ult. This is the most important capture on Puget sound in several years and local immigration officers are jubilant over their success because it confirms suspicions of smuggling which they have heretofore been unable to verify.

When the British steamer *Gymerie* was in Seattle last month three Chinese stowaways were taken from the vessel, and local officers were more convinced than ever that an organized effort was being made to get Chinese into this country.

Upon the arrival of the *Minamoto* a large force of immigration employees made a thorough search of the big vessel, but not a stowaway was found. However, careful watch was kept. On Friday a Chinaman, ostensibly a member of the crew, walked down the gangway with a man carrying baggage. When he reached the warehouse he was seen to pull off his jumper and Chinese cap, and shortly he came forth in full American dress, with a fedora hat on his head.

FIRST SUSPECT ARRESTED.

An immigration watchman reported the matter, and before he left the suspect was arrested and closely questioned. The prisoner talks fairly good English. He claimed that he had formerly been in this country, but had lived in China for four years. He told a story of having made arrangements to smuggle himself back to this country. However, he absolutely refused to admit that other stowaways were aboard.

Yesterday afternoon the officers determined on another search, believing that the vessel still held stowaways. A large number of employees joined in the work, but it was not until they reached the sail locker that they were successful. On the previous search the sails had not been pulled out, but yesterday this was done. The room was dark, and suddenly Inspector Keagey found himself falling into a shallow hole. Uncovering himself by lifting off the sails the searchers discovered nine Chinese in hiding. They were practically naked, as the boat was terrific. They had formed a small compartment among the sails, and in this hiding place they had food and water. They were greatly surprised, and without delay the officers took them in charge and locked them up.

Satisfied that Chinese members of the crew had assisted the stowaways, the officers arrested the storekeeper and sailmaker. The latter admitted that he knew the stowaways were aboard. Both prisoners, as well as the nine found in the sail locker, will be subjected to further cross-examination to-morrow in an effort to find the ring-leaders. The storekeeper and sailmaker had been suspected, but the officers had previously no grounds for taking them into custody.

In the rendezvous of the stowaways was found a quantity of Chinese silks and cigars. These were confiscated by the Immigration officers and turned over to the Customs department.

HOPING TO GET ASHORE.

It is believed that the stowaways were hoping to make their way ashore when the *Minamoto* went to the dry dock at the navy yard, Puget sound, thinking that possibly the watch would be relaxed by that time. Local immigration officers are greatly pleased at the capture, as they think it will discourage further attempts at smuggling in Chinese, a practice they are certain has been in vogue for months. The stowaways and prisoners will be deported when the *Minamoto* leaves for the Orient. The big liner will go to the dry dock about Tuesday to ship a new port tallmast, replacing the one broken while coming from Yokohama. Immigration officers who interrogated the prisoners, are satisfied that the row among the Chinese crew Friday night had no connection whatever with the presence of stowaways, or the arrest of the first man Friday afternoon.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

HUPEH.

THREATENED FLOOD.

(By courtesy of the "Sheung Po.")

Hupeh, 13th July.

The river has risen over thirty Chinese feet.

The people became panic-stricken. Precautions have been taken to guard against inundation.

LEGATION GUARDS.

THE BRITISH CONTINGENT.

(By courtesy of the "Sheung Po.")

Peking, 13th July.

The British Admiral at Weihaiwei has notified the Waiwupu that, although other Powers have withdrawn their Legation Guards, Great Britain is unable to do the same for the reason that the Guards must be retained for the protection of British subjects.

TUAN FANG DENOUNCED.

AN INCREDIBLE ALLEGATION.

(By courtesy of the "Sheung Po.")

Peking, 13th July.

The newly appointed Censor Wu Shi-king has denounced Viceroy Tuan Fang in very strong terms. He has formulated twelve charges against the retiring Viceroy; the principal allegation is that H.E. Tuan Fang has misappropriated the Koi Wai Relief Funds to the extent of over a million taels.

When the Prince Regent read the memorial he became astounded.

TIEH LIANG.

APPLICATION TO RETIRE.

(By courtesy of the "Sheung Po.")

Peking, 13th July.

Tieh Liang, president of the Ministry of War, has applied for leave to retire from the service; but the Prince Regent has refused to accept his resignation on the ground that his services will be required in carrying out reforms.

THE WAIWUPU.

THE PRESIDENTS' DIFFICULTIES.

(By courtesy of the "Sheung Po.")

Peking, 13th July.

The President and Vice-Presidents of the Waiwupu have presented a memorial pointing out the difficulties they have encountered in their intercourse with Foreign Powers; and that the gentry and people have been in the habit of criticising their actions. The memorialists urge that in future all matters concerning foreign affairs should, in the first instance, be discussed by the Deliberative Assemblies of the respective Provinces concerned before being submitted to the Waiwupu.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

A COMMON COMPLAINT.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—May I encroach upon your valuable space to ask the Government how much longer residents in Cause Road or thereabouts have to endure the vagaries of the refuse contractor. The noise which usually announces the passage of the car about 5.30 a.m. every morning is more than enough to wake the dead—and to the faded worker slumber is practically banished from that moment. Nor is this all. An hour later the car returns laden with offensive smelling rubbish—while one of the coolies rings a bell with all the savage ferocity of a madman. This nuisance has continued for months to my certain knowledge and unless some remedy is soon introduced to check it the upper levels of this Colony will soon be reduced to a pandemonium. Thanking you for inserting this—I am, etc.

CAINE ROAD.

Shanghai Docks.

TAKOO'S COMPETITION.

MR. MORGAN PHILLIPS CRITICISES THE MANAGEMENT.

The third annual general meeting of the Shanghai Dock and Engineering Co., Ltd., was held at the company's head office, Shanghai, on the 8th inst. Mr. John Prentice (Chairman of Directors) occupied the chair, and there were also present—Messrs. David Landale, C. Michau, A.M. Marshall, H.A.J. Macray, and V. J. Craig (directors), J. H. Osborne (Secretary), J. H. Teedale (Legal adviser), J. E. Bingham (auditor), J. M. Young, E. Jenner Hogg, T. Morgan Phillips, T. Weir, H. Robertson, W. S. Burns, H. F. Hutchison, J. Grant Mackenzie, O. K. Craddock, H. P. King, H. H. Read, A. H. Collinson, J. Valentine, R. E. Kadourie, W. Thomson, R. H. Elias, J. D. Sirang, K. Campbell, and L. Amidani, representing 22,615 shares.

The Chairman said that there being a quorum present and over 22,000 shares being represented he would ask the Secretary to read the notice convening the meeting.

The Secretary having complied the Chairman addressed the shareholders as follows:—

Gentlemen:—The report and accounts being in your hands for some days, with your approval we will take them as read. We regret that during the year the expected revival in shipping and trade did not take place and that in fact the depression was worse than in the previous year. Our gross earnings for the year being Tls. 1,037,512.52 less than in the previous year. Our net earnings Tls. 517,655.55 less. The total amount paid for salaries and wages Tls. 637,013.13 less and for coal and coke Tls. 7,829.12. That we had not more work during the year was not for want of seeking and hunting after it, but that the work was not here to be done. And as you are aware, gentlemen, we out here are not the only sufferers from drought of trade in shipbuilding, repairing and engineering. With regard to docking during the year we have docked 221 vessels of a total tonnage of 352,848 as against 264 vessels and a tonnage of 426,169 tons last year. Our docks (five in number) have been empty for 938 days this year as against 882 last year. When trade improves, as we hope it soon will, we are, as you are aware, in a position to undertake any kind of work which may come to the Port and we look forward with confidence to getting our fair share of that work. Our net profits for the year including the amount brought forward from last year amounted to Tls. 282,161.46 (and taking into consideration the scarcity of work and the keen competition we consider this satisfactory). After deducting the interim dividend of 2½ per cent. paid in January, there remains for distribution the sum of Tls. 141,261.64 which we recommend to be dealt with as follows:—Pay a final dividend of Tls. 2.50 per share and carry forward to new account Tls. 6,261.46. The whole of our properties, etc., have been kept in good repair and efficiency out of revenue—the amount spent on this account during the year was Tls. 60,947, and in view of this we decided not to write anything off for depreciation. Directors:—Mr. Jas. Johnston retired from the Board on leaving for Europe and Mr. H. J. Craig was appointed to fill the vacancy. His election requires your confirmation. Messrs. David Landale and H. A. J. Macray retire, but, being eligible, offer themselves for re-election. The accounts have been audited by Messrs. Bingham and Matthews, who retire, but offer themselves for re-election. Before moving the adoption of the report and accounts I shall be pleased to answer any questions referring to them or to the business of the Company to the best of my ability.

AN IRREGULARITY.

Mr. T. Morgan Phillips called attention to what he considered was an irregularity in the retirement of directors. Messrs. Landale and Macray retired according to the report, but the two directors who were due to retire according to the articles of association were Mr. Landale and Mr. Prentice. Mr. Prentice being longest in office. Article 98 said that two directors should retire each year, and article 99 provided that in every subsequent year the directors who had been longest in office should retire.—Mr. Prentice was a director in 1907 when Mr. Macray was appointed.

The chairman said a mistake might have been made. He was managing director until the meeting at which Mr. Macray was elected and he did not come in for retirement until after he resigned the managing directorship. Mr. Phillips repeated that he considered there was an irregularity and the chairman said that if Mr. Phillips was correct, he ought to have retired last year.

Mr. A. M. Marshall explained that Mr. Prentice announced his resignation as managing director at the meeting in July 1907 and at the 1908 meeting he was then only a director of the company.

Mr. Phillips drew attention to article 107 which said that a managing director, while he held that office, should not be subject to retirement by rotation. When Mr. Prentice resigned the managing directorship he became an ordinary director and subject to the regulation regarding retirement.

After further discussion Mr. Teedale (the legal adviser) was asked to give his opinion on the matter, and he supported what Mr. Phillips had said. The irregularity could be got over by the three directors—Messrs. Landale, Prentice and Macray—putting themselves up for re-election which he understood they were prepared to do.

Mr. Phillips said he was quite satisfied, having brought the matter to the notice of the directors.

MR. PHILLIPS TELLS THE MANAGEMENT TO "WAKE UP."

After a pause Mr. Phillips again rose and said he had a few observations to make of a more general character regarding the company's position and more especially with regard to its management which, in the view of a large number of shareholders, was satisfactory. He

became a shareholder in the company a few years ago when he made the first investment of his life, and took the advice of a friend—a stockbroker—and purchased ten Docks, the price being Tls. 267.50 per share. (Laughter.) Since that time the shares had never again reached the exalted and heavenly plane of over Tls. 300 which his friend suggested to him at the time they would. He feared they would not reach that figure in his or the Chairman's lifetime. His next venture was 15 shares at about Tls. 200 and four years ago he purchased 50 shares at Tls. 150. The shares had since declined in value. Without doubt the property was originally over-capitalised but he saw no reason why the shares should not now be worth Tls. 150 instead of the miserable Tls. 80 at which they now stood in the market. Why had they declined? He ventured to say and he was supported by a great many other shareholders, that it was due to inefficient management. It would be seen from the accounts that the business of the company was in a declining condition, but he was not there with a destructive motive. His motive was rather a constructive and repairing one and he would not say more with regard to the accounts than that the profits had declined very much of late years. In 1906 they were Tls. 410,000, in 1908 close upon Tls. 300,000 and this year Tls. 242,000. In 1907 there was a great economy in the expenses of the directorate amounting to Tls. 88,000 a year, so that this year's profit ought to be proportionately larger and therefore the amount of Tls. 242,000 was by no means satisfactory. He said, and he was supported by many others, that the management of the company conducted its affairs on the old lines when there was really no competition and huge profits, and the management could not accommodate themselves to new ideas and new conditions. There was now no doubt as to great competition. They had the Takoo dock at Hongkong—a thoroughly equipped dock, with the latest in machinery and appliances, and to that dock must go the ships of Messrs. Butterfield and Swire for repairs. They had the Kiang-nan Dock, which was thoroughly equipped and well managed; the Vulcan Iron works, and the New Engineering works. The establishment of the latter business to day was the greatest reflection upon the management of this company that could possibly be made. (Hear, hear.) The mere fact that this business in these depressed times should be started apparently successfully in the face of the long-standing of their dock which had a preponderant position should have been impossible. However they had that fact, and he said it was one which reflected upon the management of this company. The work which should go to this company went elsewhere. There were many who passed them by having had some experiences perhaps of the very old days of Farquhar Boyd's tenders when the work had to go to Farquhar's. Mr. Phillips also complained that the tendering of the company was inefficient. There was a notable example, the other day—a tender for four tugs for the Hoio Conservancy, which was actually not considered by the persons who got those tenders. He said that was a grave reflection upon the management of the dock. It was a matter of notoriety that they did not command the work which they should get, and that showed that there was something radically wrong. He also complained of the complete lack of enterprise and activity of the company in meeting altered conditions. If the work of ship-building and repairing decreased why not seek other fields of engineering? Railways were being constructed in China, and there were always other engineering enterprises which could be attended to. There was now and would be delivered in China large quantities of railway materials, waggons, and railway construction which only required to be made up here in Shanghai. If this could be done by this company there would be an immense saving in freight. As it was there was no one here to make them up. They had to be sent out here at vast expense. Certainly that was a business which might be laid hold of by this company which had the appliances and staff to do so. By going in for such enterprises the profits of the company could be largely increased. What he said to the management of the company was: "Wake up and do something, and do not allow a magnificent property to languish and die." (Hear, hear.)

THE CHAIRMAN'S REPLY.

In reply to Mr. Phillips the Chairman said that as shareholders were aware the directors were perfectly satisfied with the management of the company. As regards the lack of enterprise the work was not in the port and so they could not do it and he said it without fear of contradiction that they had done considerably more than the other places in Shanghai put together. If a new firm started tomorrow it was bound to get business, just as a lawyer starting up in business for himself expected to get business. With regard to the Yangtszepoo Dock they had shown a great deal of courage in building a dock but the question of its success had better be left for discussion at the end of the year. With regard to the four tugs spoken of by Mr. Phillips the company's tender was cut out because they did not give sufficient free board. If they had acted as they did with the Kiangnan Dock they would have told the company that they had too little free-board and asked what would be the difference with more free board. There were between 30 and 40 tenders and the company's price was fifth or sixth. Regarding the Takoo Dock the company would not feel its competition much more this year than they did last year. If trade revived—and shareholders knew how bad it had been for so long in Shanghai—this company would get its full share of business. As regards the management the directors had suggested that they should get an expert out from home to give a report of the whole business. With regard to railway materials the company had tendered for materials for the Tientsin-Peking Railway. It was a fairly big contract and the Company was fifth or sixth in price. The Chairman did not think it would pay anyone out here to go in for waggons making seeing that they had to compete with all

the agents out here. Of course they could put together waggons which were sent out here in pieces, but the railways out here usually put them up themselves. The cost of bringing out an expert from home would be from £1,500 to £1,500 and it was for shareholders to say whether they would bear the expense or not.

Mr. Phillips considered an expert from home would be handicapped by being unacquainted with local conditions.

The Chairman replied that it was proposed to get a man in the same way as they did in Hongkong.

Mr. King said if an expert from home was to report on the company's property it would practically ruin it. He would look at it from the point of view of one accustomed to modern machinery and modern shipyards and an honest report by an expert would simply ruin the company.

The Chairman said he did not agree with Mr. King. Mr. Craig said he had recently spoken with a well-known gentleman from Singapore regarding the Company's business who spoke very highly of the stock, also of the shops and yards, and the Pootung works, but he had not mentioned the management.

Mr. Hogg thought it inexpedient to have such an expert from home. What they wanted was waking up. They must seek for business and not wait until it came to them. If the shipping business was bad let them turn their attention to other directions. The company had been dwindling from bad to worse ever since the liquidation and unless they woke up they would go to ruin.

The Chairman—I think we have woke up. We have never been to sleep to begin with. (Laughter.) If any shareholders will let us know where to get the work we will get it.

Mr. Hogg—It is not for us to tell you where to get work. It is for you to go and find it.

Mr. King pointed out that the Company had exactly the same chance as the Kiangnan dock in regard to the Hoio tender referred to.

The Chairman said the meeting did not seem to favour having an expert the directors would not take any further steps in the matter.

ADOPTION OF RESOLUTIONS.

There being no further remarks the Chairman proposed the adoption of the report and accounts as presented and the declaration of a final dividend of 2½ per cent. The resolution was seconded by Mr. A. M. Marshall and carried.

On the proposition of Mr. A. K. Craddock, seconded by Mr. H. F. Hutchison, the appointment of Mr. H. J. Craig as a director was confirmed.

Mr. J. M. Young then proposed and Mr. H. Robertson seconded that Messrs. David Landale, John Prentice and H. A. J. Macray be re-elected directors of the Company.

The Chairman—Does that resolution meet with your views, Mr. Phillips?

Mr. Phillips—I have no objection (Laughter.)

On being put to the vote the resolution was carried nem con.

Messrs. J. E. Bingham and F. N. Matthews were re-elected auditors on the proposition of Mr. E. Jenner Hogg seconded by Mr. T. Weir.

The Chairman—That concludes the business of the meeting, gentlemen.

With a vote of thanks to the Chairman for presiding, proposed by Mr. J. M. Young, the meeting terminated.

HONGKONG-WAIVER POLO SHIELD COMPETITION.

SECOND ROUND.

The Corinthian Yacht Club secured their second win in the Shield Competition yesterday by defeating the 8th Coy. Royal Garrison Artillery by 5 goals to nil. The Yacht Club were short of two of their best men, but the substitutes played well. The 8th Coy. appear to have got a better grasp of the game now and showed up better than when they met the Buffs last week, the goalkeeper playing a sterling game, hence the small score.

The Teams were:—

C. Y. C.—C. J. Cooke, J. Forbes, O. R. Chuanyu, G. Wicheil, S. Moore, Wilson, and Scriven.

8th Coy.—Fitzgerald, Beasley, Bancroft, Old, Harris, Birch, and Connolly.

The V.R.C. play the Lusitano Club tomorrow at 6 p.m., and the 83rd Coy. Royal Garrison Artillery, meet the Royal Engineers at 6.30 p.m.

A friendly game was afterwards played between the following V.R.C. teams, captained by L. E. Lammert and A. V. Barros:—

Blue:—L. E. Lammert, A. H. Carroll, J. M. Rozas-Bermejo, C. A. Rodriguez, H. J. White, E. M. O. Remedios and A. E. Alves.

White:—A. V. Barros, F. K. Tala, A. S. Ellis, Leitao, H. S. Jephson, R. A. Carvalho, and F. L. da Rosa.

The first portion of the game was very interesting and fast, the Blues netting 3 goals to their opponents' 1; in the second half Lammert's men forced the game the whole time, adding another 3 goals to their credit.

LEAGUE TABLE.

Played, Won, Lost, Drawn, Points.

C. Y. C. 2 2 0 0 4
V. R. C. 1 1 0 0 2
L. R. C. 1 1 0 0 2
Buffs 1 1 0 0 2
B. O. C. 1 0 1 0 0
83rd Coy. R.G.A. 1 0 1 0 0
18th Coy. R.G.A. 1 0 1 0 0
27th Coy. R.G.A. 2 0 2 0 0
Royal Engineers 0 0 0 0 0

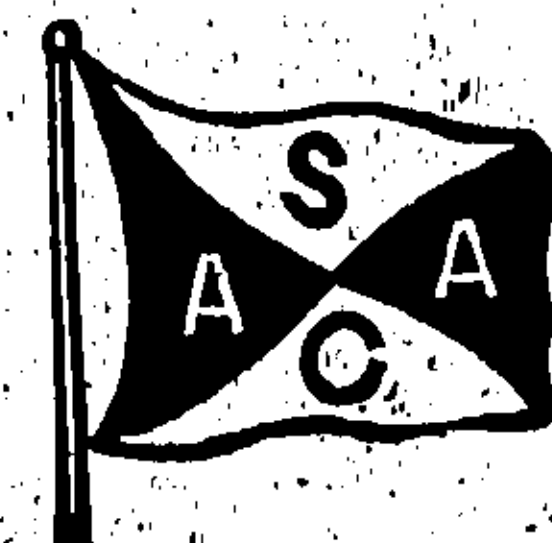
To-day's Advertisements.

"INDRA" LINE, LIMITED.
FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"INDRAWADI"
Captain W. Gray Williams, will be despatched as above about 21st August.

For Freight, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 14th July, 1909. [537]

HONGKONG—BOSTON—NEW YORK.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at the MALABAR COAST).

S.S. "ST. PATRICK" ... [THURSDAY] 15th July, 5 P.M.

For Freight and further information, apply to—
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 14th July, 1909. [483]

TYPEQUON WARNINGS.

The following telegrams were received from the Manila Observatory at the American Consulate General:—

13th July, 5.30 p.m.
At 5 p.m. Cyclone or typhoon W. N. W. of Aparri moving W. N. W.
14th July, 12.05 a.m.
At 11 a.m. Cyclone or typhoon over N. China Sea moving W. N. W.

CANTON DAY BY DAY.

PROBABLE DEMOLITION OF CITY WALL.
[From Our Own Correspondent.]

Canton, 13th July.

The Canton gentry have submitted a joint petition to the High Authorities requesting them to memorialise the Imperial Government to grant permission to demolish the wall which surrounds the city of Canton; and to build a road in its place in order to remove an unnecessary obstruction to traffic. It is reported that the Viceroy has favourably considered the petition and will submit it to the Government for approval.

SIR FREDERICK LUGARD AND H.E. CHANG JEN-CHUN.

H.E. Chang Jen-chun is reported to have accepted the Hongkong Governor's invitation to dinner on his arrival at your city by one of the China Merchants Steam Navigation Company's steamers on the 13th day of the 6th moon, en route for Nanking where H.E. Chang is proceeding to take up his new viceregal appointment.

MONASTERY CLOSED.

The Wing Shing Monastery, a famous institution outside the East Gate, was sealed up the other day by order of the authorities owing to the fact that the monks of the monastery had a dispute with a certain petty official.

MORE OPIUM DENS CLOSED.

A few days ago, three opium-smoking dens were found to be open in the Tai Lik market, place by the detectives of the Anti-Opium Society. The Nambui Magistrate at once sent a deputy to seal up the proscribed establishments.

H.E. CHANG JEN-CHUN.

After relinquishing the reins of office as Viceroy of the Two Kwang provinces to H.E. We Seung Lum on the 11th instant, H.E. Chang Jen Chun took up his quarters in the Dutch Folly. H.E. Chang will in the course of a day or two remove to Whampoa and stop there one or two days for a change.

H.E. WU KUN-LUM.

The present Acting Viceroy here, H.E. Wu Seung Lum, is desirous of proceeding to Peking for an audience with the Throne as soon as the New Canton Viceroy H.E. Yuan arrives here to relieve him.

ARRIVAL OF OFFICIALS.

On the 11th instant the Chinese ex-minister to Germany, Yeung Shing, and Faotai So Yui Chiu, the Viceroy's Chief Secretary of Foreign Affairs, arrived here from Shanghai.

SOME trouble was created in the stockhold of the steamer *Daiwongye* in the harbour yesterday. A dispute took place between two cooks, for what reason is not known, which was followed by blows. One of the combatants, a man named Chan Kan, in the heat of the moment snatched up a hammer and struck the other man a blow on the body and another on the forehead, laying him low. Chan was given in charge, and the wounded man sent to hospital, from which he was released this morning. His assailant, on being charged before Mr. J. R. Wood later, was ordered to pay a fine of \$10.

A CHINAMAN was arraigned before Mr. J. R. Wood in the Police Court, to-day, and charged on two counts of passing off counterfeit twenty-cent pieces, on which charges he was convicted. His *modus operandi* was to visit a boarding-house, kept by a woman, and engage a bed, for which he would pay something on account. Then, in the same breath, he would ask for another bed, and of being refused, or told there was not another to spare, he would refuse to take the first bed, and on being refused, or told there was not another to spare, he would refuse to take the bed, and demand the return of his money. When he received back the cash he would "discover" that there were one or two counterfeit twenty-cent pieces among the lot—which he had slipped in himself. His "Worship" sentenced him to three months hard labour on each count, making six months in all.

A COOLIE, Ng Ten, who was found sunbathing on the premises of the Naval Yard at about noon yesterday, "taking in" everything worth seeing, was charged in the Police Court, this morning, with trespassing, and had a fine of \$4 to pay for his coolness.

Intimations.

THE DAIRY FARM Co., LIMITED.

Fine Salted Australian

PIGS' TROTTERS.

96 Cents a Dozen.

Hongkong, 24th June, 1909. [380]

PILSENER

"ASAHI"

AND

"SAPPORO"

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LIGHT AND REFRESHING SUMMER BEVERAGE.

OBTAINABLE AT—

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H. PRICE & Co.

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WATKINS, Ltd.

FRENCH STORE.

KOWLOON DISPENSARY

AND

EVERYWHERE.

SOLE AGENTS:

THE MITSUI BUSSAN KAISHA.

[471]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed. SHEWAN, TOMES & Co., General Managers.

Hongkong, 10th March, 1908. [472]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 15 minutes.
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m. to 2.45 p.m. ... Every 15 minutes.
2.45 p.m. to 3.15 p.m. ... Every 15 minutes.
3.15 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 15 minutes.

NIGHT GEAR. 6.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 10.00 a.m. ... Every 15 minutes.
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.00 noon ... Every 15 minutes.
12.00 noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 15 minutes.

NIGHT GEAR as on Week Days. Extra cars at 11.15 p.m. to 12.15 p.m. and 11.45 p.m. to 12.4

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From Quebec.
"EMPRESS OF INDIA"	ALLAN LINE
SATURDAY, JULY 24TH.	FRIDAY, AUG. 20TH.
"EMPRESS OF JAPAN"	"EMPRESS OF BRITAIN"
SATURDAY, AUG. 14TH.	FRIDAY, SEPT. 10TH.
"EMPRESS OF CHINA"	"ALLAN LINE"
SATURDAY, SEPT. 4TH.	FRIDAY, OCT. 1ST.
"MONTEAGLE"	
SATURDAY, SEPT. 18TH.	

"Empress" Steamers will depart from Hongkong at 6 p.m.

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Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, Speed 22 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line)

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

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Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

Destination	Ship	Day	Time
SHANGHAI VIA NINGPO	CHOWSANG	THURSDAY, 15th July, Noon.	
MANILA	CHOWSANG	FRIDAY, 16th July, 4 P.M.	
SHANGHAI	HUANGSANG	SATURDAY, 17th July, Noon.	
SAIGON	HUANGSANG	SATURDAY, 17th July, 4 P.M.	
SPORTE, SAMARANG & SOERABAYA	CHOWSANG	SATURDAY, 17th July, 4 P.M.	
THIENTSIN, YEHAIWEI & C'FOO	CHOWSANG	TUESDAY, 20th July, 4 P.M.	
MANILA	CHOWSANG	FRIDAY, 23rd July, 4 P.M.	
SHANGHAI, YOKOHAMA, KOBE	KUTSANG	FRIDAY, 30th July, Noon.	
SAIGON, PENANG & CALCUTTA	KUTSANG	TUESDAY, 3rd Aug., Noon.	

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers "Kutsang" and "Chowsang" leave about every 3 weeks for Shanghai and Yokohama returning via Ketsu (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan.

These vessels have all modern improvements and are fitted throughout with Electric Light & a duly qualified Surgeon is also carried.

Steamers have special accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.,

Telephone No. 11, Hongkong, 13th July, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Ship	Day	Time
SHANGHAI	"ANHUI"	15th July, 4 P.M.	
CHERPO & NEWCHWANG	"NANCHANG"	17th " " "	
NINGPO & SHANGHAI	"PAKHOT"	17th " " "	
SHANGHAI	"LINAN"	18th " " "	Daylight.
MANILA, ZAMBOANGA and CEBU	"TAIYUAN"	19th " " "	4 P.M.
AUSTRALIAN PORTS	"TAIYUAN"	19th " " "	4 P.M.
MANILA	"TAIYUAN"	20th " " "	3 P.M.
HOIHOW, PAKHOI & HAIPHONG	"SINGAN"	22nd " " "	4 P.M.
SHANGHAI	"CHINHUA"	22nd " " "	Daylight.
SHANGHAI	"CHENAN"	25th " " "	Daylight.
MANILA	"TAMING"	27th " " "	3 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, TWICE Weekly.

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AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chihua) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Telephone No. 55, Hongkong, 14th July, 1909.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon and ships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	1540	R. Rodger	MANILA	SATURDAY, 17th July, at Noon.
RUBI	1540	R. W. Almond	"	SATURDAY, 24th July, at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO.

Telephone No. 11, Hongkong, 14th July, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and

SALINA CRUZ (Mexico).

S.S. AMERICA MARU

S.S. HONGKONG MARU

S.S. MANSU MARU

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 28th June, 1909.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY, AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO.	"FITZPATRICK"	4,416	SATURDAY, 31st July.
HAMA	Capt. E. R. Hutchingson		
Do.	"SEATTLE MARU"	6,178	28th Aug.
Do.	Capt.		

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For	Steamers	Leaves
SWATOW, AMOY & TAMSUI	"DAIGI MARU"	SUNDAY, 18th July, at 10 A.M.
ANPING v. SWATOW & AMOY	"SOSU MARU"	WEDNESDAY, 21st July, at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & POCHOW	"BUJUN MARU"	THURSDAY, 22nd July, at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHO HUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 14th July, 1909.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES: 1909
MARSEILLES, LONDON & ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KAWACHI MARU, Capt. H. Petersen, Tons 6500	WEDNESDAY, 21st July, at Daylight.
SANUKI MARU, Capt. K. Homma, Tons 6500		WEDNESDAY, 4th Aug., at Daylight.
VICTORIA, B.C. & SEATTLE Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA	AKI MARU, Capt. K. Sato, Tons 7000	TUESDAY, 20th July, at 4 P.M.
KAGA MARU, Capt. M. Engino, Tons 6500		TUESDAY, 17th Aug., at 4 P.M.
SYDNEY AND MELBOURNE Via MANILA, THURSDAY, ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU, Capt. T. Sakata, Tons 5000	FRIDAY, 6th Aug., at Noon.
NIKKO MARU, Capt. M. Yagi, Tons 6000		FRIDAY, 13rd Sept., at Noon.
SHANGHAI, MOJI AND KOBE	BOMBAY MARU, Capt. W. A. Evans, Tons 5000	THURSDAY, 15th July.
KOBE AND YOKOHAMA	INABA MARU, Capt. R. Takada, Tons 6500	FRIDAY, 23rd July, at 5 P.M.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6000	WEDNESDAY, 4th Aug., at Noon.
NAGASAKI, MOJI, KOBE and YOKOHAMA	ATSUTA MARU, Capt. Wm. Thompson, Tons 9000	FRIDAY, 10th July, at 5 P.M.
BOMBAY, VIA SINGAPORE AND COLOMBO	CEYLON MARU, Capt. Fred. Pyne, Tons 6000	MONDAY, 26th July.

† Cargo only.

‡ Fitted with new System of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

The Company's Newly-Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Kamo Maru

Mishima Maru

Atsuta Maru

Kiyasaki Maru

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS

BETWEEN HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1909.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

YOKOHAMA RETURN. KOBE RETURN. MOJI RETURN. NAGASAKI RETURN.

1st Class

2nd "

Option of rail between calling ports in Japan.

For further particulars, apply to T. KUSUMOTO,

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA."

Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 24th July, at Noon, taking Passengers and Cargo, for the above Ports in connection with the Company's S.S. Moldavia, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Arabia, due in London on 5th September, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 10th July, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN."

Captain McArthur, will be despatched as above on WEDNESDAY, the 21st July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 29th June, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VANCOUVER B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
"Kuremaru"	6,332	J. Mathes	29th July
"Ameymaru"	4,363	J. Lloyd	26th Aug.
"Saneymaru"	6,332	S. Shitton	23rd Sept.

* These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 12th July, 1909.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With liberty to call at the Malabar Coast.)

THE Steamship

"WELSH PRINCE"

will be despatched for the above Ports on TUESDAY, the 10th August, 1909.

For Freight and Passage, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 30th June, 1909.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 22nd June, 1909.

Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"JAPAN."

Capt. J. G. Oliffant, will be despatched for the above Ports on SATURDAY, the 17th instant, at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 13th July, 1909.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR."

Captain S. H. Boleon, will be despatched for the above Ports on MONDAY, the 19th instant, at 4 P.M.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN (Occupying 24 days).

Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea), Moji to Hongkong providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fare for round trip \$120.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 13th July, 1909.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS."

Captain Girard, will be despatched for the above Ports on or about MONDAY, the 19th instant.

For Freight or Passage, apply to P. DE CHAMFORIN, Agent.

Hongkong, 12th July, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"CARMARTHENSIRE"

will be despatched as above on or about the 20th instant.

The attention of passengers is directed to the excellent accommodation provided by this vessel at cheap rates. The steamer is specially adapted for service in the tropics being fitted with electric fans in staterooms and refrigerating machinery. A Doctor and Stewardess are carried.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 3rd July, 1909.

CHARGEURS REUNIS (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL FOURICHON."

will be despatched for SAN FRANCISCO CO and other above destinations on or about the 20th July, 1909.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIS & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	130,000	\$125	\$125	{ \$1,500,000 \$14,500,000 \$15,000,000	\$2,006,234	{ Final of £2 and bonus of 5/- for 1908 @ ex 1/8 = \$26.034	4 1/2 %	{ \$995 sellers London £95
National Bank of China, Limited	99,925	£7	£6	{ £4,000 \$150,000	\$10,223	\$2 (London 3/6) for 1903	...	\$54 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$238,757 \$411,990 \$185,000	none	\$14 for 1907	7 1/2 %	\$195 sellers
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 150,000 Tls. 200,747 Tls. 118,477 \$2,000,000	Tls. 160,512	Interim of 7/6 for 1908	5 1/2 %	Tls. 110 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$1,000,000 \$191,848 \$105,849 \$681,809	\$2,464,931	{ Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	5 1/2 %	\$825
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$254,435 \$199,204 \$1,000,000	\$77,137	\$12 and bonus \$3 for 1907	7 1/2 %	\$230
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	{ \$1,000,000 \$438,068 \$218,802 \$1,486,173	\$375,341	\$6 and bonus \$2 for 1907	7 1/2 %	\$16 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$254,435 \$199,204 \$1,000,000	\$868,721	\$27 for 1907	8 %	\$347 1/2 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,500 \$264,638 \$99,067 \$250,000	\$1,035	\$1 for 1906	...	\$10 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$200,000 \$250,000 \$607,500 \$79,428 \$25,344 \$100,000	Nil.	\$1 for year ending 30.6.1908	7 %	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$12,000 \$254,435 \$199,204 \$1,000,000	\$20,270	Final of 12 making \$24 for 1908	7 1/2 %	\$32 1/2 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	£5	£5	{ \$1,000,000 \$254,435 \$199,204 \$1,000,000	£13,755	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.134	...	\$66
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 30	Tls. 30	{ Tls. 75,000 Tls. 120,000 Tls. 100,000	Tls. 14,510	Final of Tls. 12 making Tls. 34 for 1908	7 1/2 %	{ Tls. 50 1/2 Tls. 53 70/6 buyers
"Shell" Transport and Trading Company, Limited	3,000,000	£1	£1	{ \$1,000,000 \$254,435 \$199,204 \$1,000,000	£61,817	{ Final of 2/- for 1908 and interim of 1/- for a/c 1909	4 %	\$26
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$48,811 Tls. 98,000 Tls. 481,479 Tls. 44,100 Tls. 81,000 Tls. 7,000	\$3,121	{ \$2.50 for year ending 10.4.1909	3 1/2 %	\$151
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 98,000 Tls. 481,479 Tls. 44,100 Tls. 81,000 Tls. 7,000	Tls. 2,215	Final of Tls. 14 making Tls. 24 for 1908	11 %	Tls. 45 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$21,000 \$1,000,000	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$137 1/2 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none	Dr. \$135,811	\$3 for 1897	...	\$15
Park Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 171	Tls. 34 for year ending 31.8.08	...	Tls. 255 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ \$175,000 \$12,289	£11,556	{ Interim of 1/6 (coupon No. 12) for year ending 29.10.09	7 %	Tls. 18.20 b.
Raub Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	18/10 £1	{ \$12,289 £4,878	Dr. £7,191	No. 12 of 1/- = 48 cents	...	\$8 1/2 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$44,916	Dr. \$7,421	\$1.75 for year ending 31.12.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$550,000 \$26,800 \$20,000 \$97,193 \$200,000	\$10,102	Final of \$14 making \$34 for 1907	...	\$57 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$200,000	\$18,798	Final of \$4 making \$8 for 1908	12 1/2 %	\$67 sales
Shanghai Dock and Engineering Co., Ltd.	\$5,700	Tls. 100	Tls. 100	{ Tls. 1,000,000	Tls. 66	Final of Tls. 24 for year ending 31.4.09	6 1/2 %	Tls. 76
Shanghai and Hongkew Wharf Company, Limited	35,000	Tls. 100	Tls. 100	{ Tls. 607,257 Tls. 50,000 Tls. 125,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 %	Tls. 154 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000	Tls. 4,134	Tls. 6 for year ending 30.12.09	5 1/2 %	Tls. 104 sales
Astor House Hotel Company, Limited (Shanghai) ..	30,000	\$25	\$25	{ \$75,000	Dr. \$2,210	\$24 for year ending 30.6.07	...	\$20
Central Stores, Limited	50,121	\$25	\$25	{ \$12,531	\$24,611	\$1.20 on old and 60 cents on first new issue	...	\$18
Hongkong Hotel Company, Limited	8,000	\$50	\$25	{ \$408,075 \$13,918	\$895	Final of \$3 making \$6 for 1908	...	\$10 ex n.d. b.
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$250,000	\$26,475	Final of \$34 making \$7 for 1907	6 1/2 %	\$10 1/2 b. new
Hampshire Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$231,172 \$43,261	\$5,486	60 cents for 1908	6 1/2 %	\$4 1/2 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none	\$278	\$14 for 1908	5 %	\$30
Shanghai Land Investment Company, Limited	75,000	Tls. 30	Tls. 30	{ Tls. 1,538,045 Tls. 300,000	Tls. 142,404	{ Final of Tls. 3 and bonus of Tls. 2 making Tls. 8 for 1908	6 1/2 %	Tls. 120 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ none	\$1,968	Final of \$2 making \$4 for 1908	8 1/2 %	\$46 1/2
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,939	15,820	Tls. 5 for year ended 31.10.1908	4 1/2 %	Tls. 133 1/2 b
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$20,000	\$9,553	50 cents for year ending 31.7.08	6 %	\$8 1/2 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000	Tls. 8,372	Tls. 6 for year ending 30.9.08 (8%)	...	Tls. 92 buyers
Loan-tung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none	Tls. 4,839	Tls. 4 for 1908	...	Tls. 111 buyers
Soy Chee Cotton Spinning Company, Limited	3,000	Tls. 500	Tls. 500	{ Tls. 31,172	Tls. 15,911	Tls. 50 for 1908	...	Tls. 370 sales
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,500	£648	1/104 per share for 1907 = 1.037	10 %	\$104
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$72,000	£1	\$1.20 of 1908	8 %	\$131
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$500,000	\$51,138	50 cents for year ended 28.2.06	...	\$6.90
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,000,000	\$1,407	80 cents for 1908	8 1/2 %	\$9.60 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$300,000 \$10,000	\$48	\$1.30 for year ending 31.7.08	7 1/2 %	\$104
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$4,000,000	\$3,750	Final of 50 cents making 90 cents for 1908	10 %	\$9 sellers
H. Price & Company, Limited	12,000	\$10	\$10	{ \$12,000	\$251	75 cents for 9 months ending 31.12.07	8 %	\$12
Hall & Holt, Limited	21,000	\$20	\$20	{ \$420,000	\$8,057	\$2 for year ending 29.2.09	9 1/2 %	\$23
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none	\$1,195	\$1 and bonus 20 cts. for year ending 29.2.09	6 %	\$20 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$125,000	\$7,616	Final of \$5 per share making \$10 for 1908	12 1/2 %	\$155 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$600,000	\$8,390	Final of \$1 per share making \$2 for 1908	8 1/2 %	\$25
Maatschappij tot Mijl. Bosch en Landbouwen- plaatje in Langkat, Limited	25,000	Gd. 100	Gd. 100	{ Tls. 547,500 Tls. 68,974	Tls. 116,082	{ 2nd Quarterly div. of Tls. 124 for account 1909	4 %	Tls. 1,030 sa.
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$250,000	\$2,204	80 cents on fully paid shares and 8 cents on \$2 paid shares for year ending 30.4.09	6 %	\$14 buyers
Philippine Company, Limited	75,000	\$10	\$10	{ none	Pa. 18,640	None	3 %	\$8
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 6,609	Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2 %	Tls. 113 sales
Shanghai-Samatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 75,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 173 1/2
Shanghai Waterworks Company, Limited	18,850	£20	£20	{ Tls. 320,000	Tls. 23,038	Final of 3/- making 46/- for 1908	...	Tls. 415 buyers
South China Morning Post, Limited	6,000	\$25	\$25	{ none	Dr. \$56,602	None	8 %	\$24
Steam Laundry Company, Limited	20,000	\$5	\$5	{ none	\$236	40 cents for year ending 31.5.08	...	\$5 1/2 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 201	Tls. 6 for year ending 30.4.07	5 %	Tls. 94 buyers
Union Waterboat Company, Limited	10,000	\$10	\$10	{ \$100,000	\$1,372	60 cents for year ending 31.12.09	6 1/2 %	\$11 sellers
United Asbestos-Orient Agency, Limited	10,000	\$10	\$4	{ \$35,000	\$1,360	{ 80 cents on 9,000 ord. shares and \$9.00 on 100 Founders shares for yr. end. 31.5.07	6 1/2 %	\$13 sales
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$900,000 \$55,000	\$2,513	Final of 30 cents for 1908	6 1/2 %	\$8.70
William Powell, Limited	15,000	\$7	\$7	{ none	\$3.95	{ Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$4 sellers

* These shares are entitled to half of the profits.

Intimations.

COMPANIA GENERAL DE TABACOS DE FILIPINAS

ESTABLISHED IN 1882. CAPITAL £3,000,000.



"LA FLOR DE LA ISABELA."

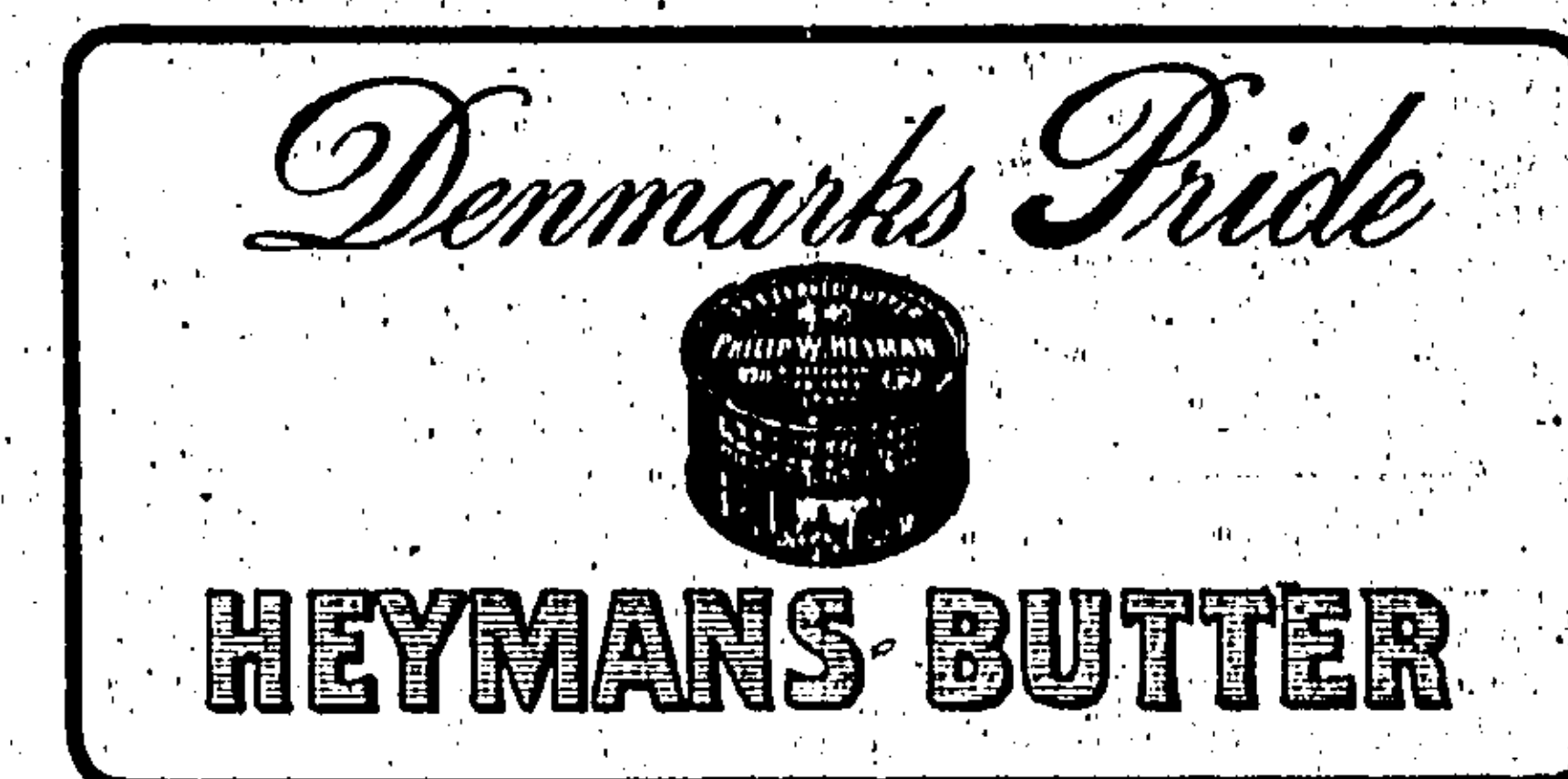
High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO., AGENTS.



SIEMSEN & CO., Sole Agents.

358

VETARZO BRAIN AND NERVE FOOD

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